

District: City of Boston
 School Name: Josiah Quincy Upper School
 Recommended Category: Preferred Schematic (Second Vote)
 Date: November 12, 2014

Recommendations

That the Board vote to rescind its October 2, 2013 vote to accept the City of Boston’s preferred solution to replace the existing Josiah Quincy Upper School (“JQUS”) and the Boston Arts Academy (“BAA”) with a new facility located on a new site.

That the Executive Director be authorized to invite the City to continue to collaborate with the MSBA to conduct a second Feasibility Study and schematic design for a potential project for the JQUS by identifying alternative solutions and potential sites, beyond those identified in the first Feasibility Study, and subject to certain conditions presented herein.

That the Executive Director be authorized to invite the City of Boston to the Eligibility Period for the BAA and that the City shall complete certain preliminary requirements to the satisfaction of the MSBA, in its sole discretion, as set forth in the policies and guidelines of the MSBA, and subject to certain conditions presented herein.

District Information	
District Name	City of Boston
Early Childhood Center(s)	1 (PK) 4 (PK-1) 1 (PK-2) 2 (K-3)
K-12 Facility(s)	1 (PK-12) 1 (1-12)
Elementary School(s)	40 (PK-5) 1 (PK-6) 19 (PK-8) 5 (K-5) 2 (K-8) 1 (2-6)
Middle School(s)	1 (3-8) 1 (4-8) 8 (6-8) 1 (6-9)
Middle/High School(s)	3 (6-12) 3 (7-12)
High School(s)	22 (9-12)
Priority School Name	Josiah Quincy Upper School
Type of School	Middle-High School
Grades Served	6-12
Year Opened	Josiah Quincy Upper School (housed in three buildings): 1911 – former Abraham Lincoln School 1920 – small office building located at 16-29 Church Street

District Information	
	adjacent to former Abraham Lincoln School 2000 – temporary modular classroom building located two blocks from the former Abraham Lincoln School at 900 Washington Street
Existing Square Footage	Josiah Quincy Upper School: 72,444 – former Abraham Lincoln School 17,600 – adjacent office building 17,000 – temporary modular classroom building
Additions	Josiah Quincy Upper School (three buildings): None
Acreage of Site	Adjacent Arlington and Church Street Parcels: 1.0 acre Washington Street Parcel (temporary modular units): 1.9 acres
Building Issues	The District identified deficiencies with the Josiah Quincy Upper School in the following areas: <ul style="list-style-type: none"> – Mechanical systems – Electrical systems – Plumbing systems – Accessibility In addition to the physical plant issues, the District reported that the existing facility does not support the delivery of its educational program and that students are spread over three facilities, and requires use of a local YMCA for delivery of their physical education curriculum.
Original Design Capacity	Unknown
2012-2013 Enrollment	Josiah Quincy Upper School – 513 (grades 6-12)
Agreed Upon Enrollment	Josiah Quincy Upper School – 650 (grades 6-12)
Enrollment Specifics	The City and MSBA have previously agreed upon a design enrollment of 650 students in grades 6-12 for the Josiah Quincy.

MSBA Board Votes	
Invitation to Feasibility Study	November 18, 2009
Preferred Schematic Conditional Authorization	On October 2, 2013
Project Scope & Budget Authorization	To Be Determined
Feasibility Study Reimbursement Rate (Incentives points are not applicable)	74.06%

Consultants	
Owner's Project Manager	Skanska USA Building, Inc.
Designer	HMFH Architects, Inc.

Discussion

On October 2, 2013, the MSBA Board of Directors approved the City of Boston's preferred solution, as part of its Invitation to Feasibility Study, to replace the existing JQUS and the BAA with a new facility located on Parcel 25, and approved the City to proceed into Schematic Design after and contingent upon the MSBA's receipt of a Preferred Solution Supplemental from the City by October 24, 2013, and the establishment of a mutually agreeable total building gross floor area by November 1, 2013.

The District has now completed a Preferred Solution Supplemental and schematic design of the proposed facility. As the costs of adapting the site for a combined school facility have become more defined, the City has become less certain that the use of Parcel 25 is the most cost-effective solution for the City. Although there will certainly be cost savings driven by the common use of the proposed facility by the two schools, the direct and indirect cost impact of the Massachusetts Department of Transportation's site design and construction requirements could be driving the overall cost of the Project to a level that may not be the most cost-effective solution for the City.

In addition, the Massachusetts Historical Commission (the "MHC") has recently asked the Federal Highway Administration ("FHWA") to find that the visual impact of the "the proposed project will have an 'adverse effect' on the Leather District through the introduction of visual elements that are out of character with and will alter the setting of [that] historic district." The FHWA has been asked to direct the District to meet with the MHC to consider design alternatives that will address the MHC's concerns. Those design alternatives may further impact the configuration and projected cost of the proposed facility.

The MSBA and the City have discussed these issues and have mutually agreed that it is prudent to suspend moving forward with the proposed Parcel 25 solution so the City can identify and consider alternative sites for the BAA and the JQUS.

Pursuant to conversations that the MSBA and the City have had and the City's request for the MSBA to separate the two potential projects from a co-located school to individual projects in the MSBA's capital pipeline, MSBA staff recommends continuation of collaboration between the City and the MSBA for two separate potential projects, subject to the following conditions:

- 1) To continue to collaborate with the City to conduct another Feasibility Study for the JQUS, as follows:
 - a. Feasibility Study shall be based on the previously agreed upon design enrollment of 650 students in grades 6-12 for the JQUS.
 - b. The City must appropriate additional funds to perform a second Feasibility Study and schematic design for a potential project for the JQUS by identifying alternative solutions and potential sites, beyond that identified in the first Feasibility Study;
 - c. All costs of the second Feasibility Study shall be borne by the City;
 - d. The City will continue to use its previously procured consultants for the JQUS potential project only;
 - e. The MSBA will amend the Feasibility Study Agreement for the JQUS to:
 - i. Increase the budget for the Feasibility Study and Schematic Design phases by the amount required to repeat these two phases, without any increase to the grant amount;
 - ii. Maintain the maximum amount of funding that the City may receive from the MSBA for the Feasibility Study at the amount set in the current agreement as the second Feasibility Study and schematic design effort will not be eligible for reimbursement; and
 - iii. Extend the term of the Feasibility Study Agreement by an additional 18 months from December 2014 through June 30, 2016 to allow the City sufficient time to complete a second Feasibility Study and schematic design for the JQUS potential project.

- 2) To invite the BAA into the Eligibility Period, a 270-day period, for the City to complete certain preliminary requirements, which include, among other things:
 - a. The City must seek an appropriation for the BAA to conduct a Feasibility Study and schematic design;
 - b. The City will sign a certification of a design enrollment for the proposed project as agreed upon with the MSBA;
 - c. The City will complete all other requirements of the Eligibility Period, in addition to the two noted above, as described in the policies and guidelines of the MSBA; and
 - d. If the City successfully completes the preliminary requirements within the 270-day Eligibility Period, it will be eligible to receive an invitation from the MSBA Board of Directors into Feasibility Study. With an invitation to Feasibility Study, the City's first steps would be to procure an Owner's Project Manager and Designer, utilizing the MSBA processes.

Based on the material outlined above, staff recommends that:

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That the Executive Director be authorized to invite the City to continue to collaborate with the MSBA to conduct a second Feasibility Study and schematic design for a potential project for the JQUS by identifying alternative solutions and potential sites, beyond those identified in the first Feasibility Study and subject to certain conditions presented above.

That the Executive Director be authorized to invite the City of Boston to the Eligibility Period for the BAA and that the City shall complete certain preliminary requirements to the satisfaction of the MSBA, in its sole discretion, as set forth in the policies and guidelines of the MSBA, and subject to certain conditions presented above.